



US 51/WIS 29 Corridor

Big Rib River to Bridge Street

Frequently asked questions

What is the WIS 29 west interchange?

The entire area of the US 51/WIS 29 corridor between the Big Rib River and Bridge Street is considered the WIS 29 west interchange. It includes the interchanges at Sherman Street, WIS 29, WIS 52, Bridge Street along US 51, and the interchange ramps to 28th Avenue and Stewart Avenue along WIS 29.

The Value Planning Team initially developed 18 interchange alternatives. Through a process of combining the best features of the various alternatives and eliminating others, two alternatives remain. WisDOT is seeking public comment on both alternatives. A preferred alternative will be selected in April 2002.

Why does the corridor between Big Rib River and Bridge Street need to be improved?

Primarily, improvements are required because of increasing traffic volumes and congestion experienced on US 51, WIS 29, and the local road system. The existing US 51/WIS 29 corridor was constructed in the 1960's, using design standards that are obsolete today. A summary of issues includes:

- The pavement needs to be replaced
- Increased capacity is needed – a third lane is needed in the area where US 51 and WIS 29 are routed together
- Eliminate signals along WIS 29 - construct free-flow ramps between US 51 and WIS 29
- Provide four lanes of traffic for local roads crossing the US 51/WIS 29 corridor – eliminate traffic bottlenecks
- Improve ease of traffic entering/exiting the US 51/WIS 29 corridor – allow sufficient merging distance between on/off ramps
- Improve pedestrian/bicycle access - provide sidewalks along selected roads crossing the US 51/WIS 29 corridor

How many businesses/residences will be relocated?

None of the alternatives developed during the process completely eliminate the need to relocate businesses or residences. The project goals of increasing the safety and efficiency of the US 51/WIS 29 corridor and the local road system resulted in the need to relocate several businesses/residences.

- **Alternative 4 Modified** requires the following businesses/residences to be relocated: Menards Complex (Main Menards building and attached businesses), Kmart, Burger King, Northwest Trucks, Stewart Square, Hudson Restaurant (potential relocation), one resident on 28th Avenue (potential relocation)
- **Alternative 7A** requires the following businesses/residences to be relocated: Menards Complex (Main Menards building – other businesses remain), Northwest Trucks, Wausau Imports (and Mike's Auto Parts), O'Malley Motors (potential relocation), one resident on 28th Avenue (potential relocation)



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A newsletter published by the Wisconsin Department of Transportation to keep citizens informed.

When will businesses and residences be acquired?

Real Estate acquisition is expected to begin in 2003. Relocations would start in late 2003 or early 2004.

What are the common features between the two alternatives?

- Provide free-flow access between US 51 and WIS 29, and eliminate signals along WIS 29
- Provide three lanes in each direction on US 51/WIS 29 (between WIS 29 east and WIS 29 west)
- Provide interchanges similar to existing at Sherman Street and WIS 52
- Increase distances between interchange ramps to allow easier weaving of traffic
- Widen local roads to four lanes, plus add turn lanes at US 51 crossing locations to eliminate existing bottlenecks
- Provide sidewalks along selected roadways to improve pedestrian/bicycle access across the US 51/WIS 29 corridor
- Extend WIS 52 west to Stewart Avenue to improve the east-west flow of traffic across the US 51 corridor
- Realign Bridge Street west of US 51 to improve the flow of traffic and flatten the grades on the bridge
- Provide a right-in/right-out intersection from WIS 52 to the hospital insurance complex lessening traffic congestion on 28th Avenue

What are the primary differences between the alternatives?

The primary difference between the two alternatives is the location of the ramps between WIS 29 west and US 51 north. The location of these ramps affect whether direct access to Bridge Street from the south can be provided.

Alternative 4 Modified:

- The ramps between WIS 29 west and US 51 north are located to the south.
- The ramps from WIS 29 to US 51 north require traffic to merge into the left lane. Typically, traffic merges into the right lane.
- US 51 interchanges with local road system remain at their existing locations. Direct access is provided for US 51 to Bridge Street.
- This alternative has significantly more impacts to existing businesses than Alternative 7A.

Alternative 7A:

- The ramps between WIS 29 west and US 51 north are located to the north to minimize impacts to existing businesses.
- US 51 interchanges with the local road system remain the same except that this alternative removes the south ramps at Bridge Street, eliminating direct access to Bridge Street from northbound US 51. Motorists traveling between US 51 to the south and Bridge Street will use the WIS 52 interchange and one-way frontage roads.

When will this portion of the project be constructed?

The Sherman Street interchange is currently scheduled for construction in 2004. The remaining sections of the WIS 29 west interchange will be constructed between 2005 and 2010.

Will all roads remain open to traffic during construction?

WisDOT is currently reviewing the construction staging for each of these alternatives. Two lanes of traffic in each direction will be maintained on US 51 during construction. Access to properties adjacent to this project will be maintained at all times.

Temporary road closures will be minimized. If a temporary road closure is required during construction, access will be provided to adjacent properties.